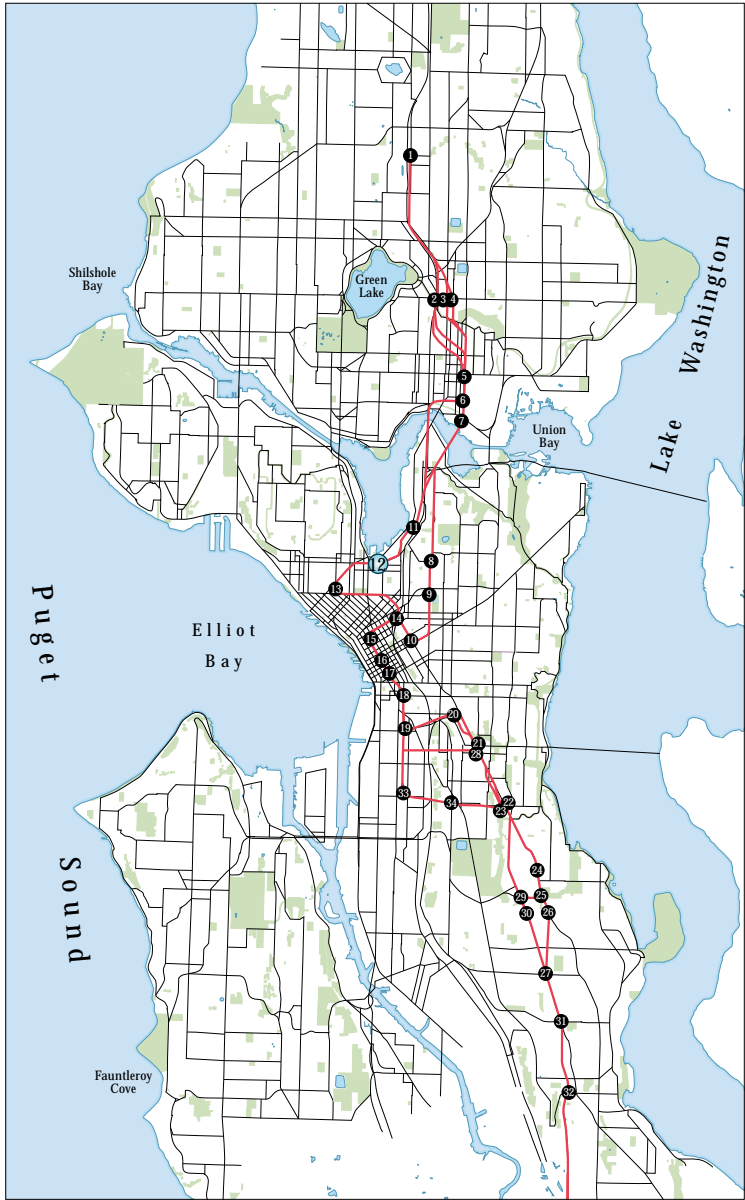


South Lake Union



Seattle Light Rail Stations

Station and Alignment Options

After leaving the Eastlake Station, the Lake Union alternative alignment runs in a retained cut next to I-5, becomes elevated near the Mercer/I-5 on ramps, and continues elevated along the south side of Mercer Street, entering a tunnel at Broad St. The South Lake Union Station would be an elevated structure and is proposed to be located near East Mercer Street and Terry Avenue North.



Heavy traffic on Mercer Street near Interstate 5.



New housing in the Cascade neighborhood.

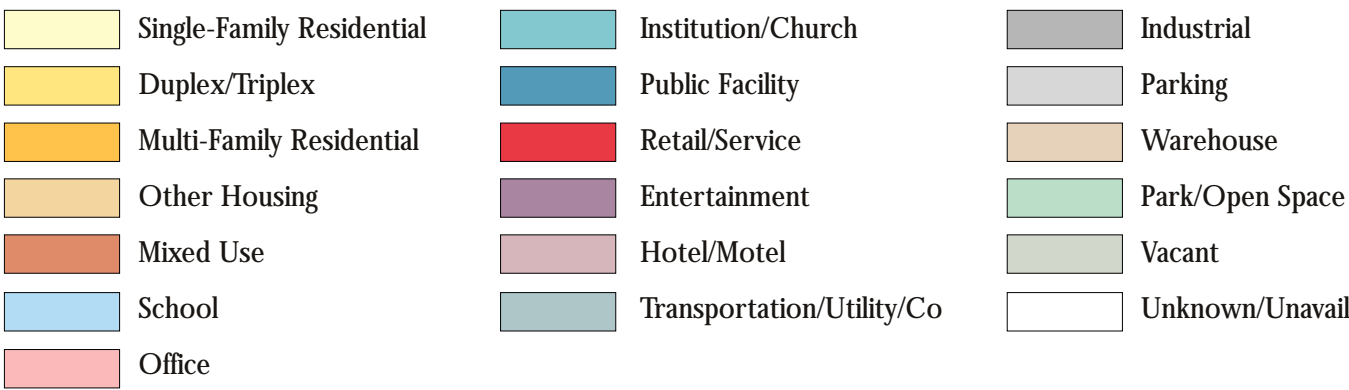
Orthophoto (1993)



Planning Context:

The South Lake Union station area (on the alternative alignment) is located within the South Lake Union Hub Urban Village. South Lake Union is predominantly a commercial area, with many small businesses and light industrial uses. New housing development is changing the Cascade neighborhood to the east of Fairview Avenue. The station area is dominated by vehicular access to/from I-5 via the Mercer Corridor and abundant surface parking.

Existing Land Use



Source: King County Assessor's records (1998)

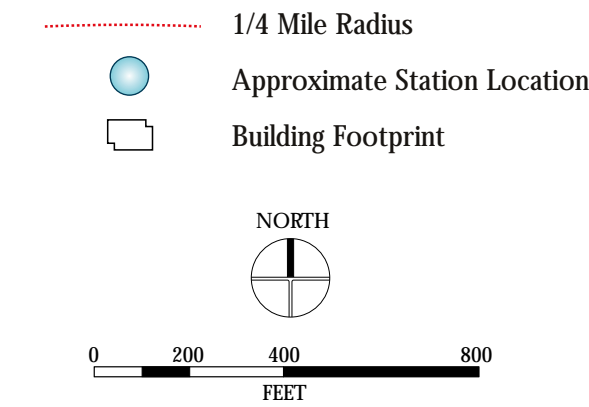
Station Area Profile

(Statistics for area within 1/4 mile, a 5-minute walk)	
1997 CONDITIONS	
Demographics	
1997 Population	144
1997 Employment	3,307
1996 Median Household Income	\$14,732
STATION AREA LAND USE	
Residential	
Units	118
Density ¹	
Single-family	n.a.
Multi-family	n.a.
Apartment Rents per Sq. Ft.	\$1.25
Apartment Vacancy Rate	3.9%
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	823,321
Office	311,001
Total	3,047,370
Floor Area Ratio (FAR) ²	0.84
Office Rents per Sq. Ft.	21.42
Office Vacancy Rate	3.2%
TRENDS IN LAND PRICES ³	
(1985-97 Avg. increase/year)	
Commercial Lots	5.0%
Single-Family Lots	7.0%
Multi-family Lots	5.6%
Active Permit Applications	
Residential (Dwelling Units)	229
Commercial (Thousands of Sq.Ft.)	4
LRT WITH GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings:	1,400
Projected 20-Year Growth	
Increment with LRT	
New Housing Units	630
New Employment	2,560
Non-residential Space (Sq. Ft.) ⁴	767,000
Projected Floor Area Ratio (FAR)	1.06
2020 Development with LRT and No Supportive Policies	
Total Housing Units	748
Total Employment	5,867
Non-residential space (Sq. Ft.)	3,814,400

¹ Housing units per net residential acre in residential zoning districts
² Ratio of non-residential space per net acre of commercial and industrial land use
³ Based on sales prices recorded by King County Assessor and reported by zoning category
⁴ Includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities

Summary of Current Land Use South Lake Union Station Area		
Land Use	Acres	Percent of Total
Retail/Service	22.42	27.07
Warehouse	19.85	23.97
Parking	7.75	9.36
Industrial	7.19	8.68
Office	6.95	8.39
Public Facilities	6.74	8.14
Entertainment	3.54	4.27
Vacant	2.38	2.87
Open Space	1.65	2.00
Hotel/Motel	1.59	1.92
Multi-Family	1.56	1.88
Unknown/NA	0.60	0.73
Schools	0.49	0.59
Single-Family	0.10	0.12
Total	82.80	100.00

Note: Excludes public-right-of-way; these are parcel area subtotals only.



South Lake Union

Zoning and Opportunity Sites



Types of Opportunity Sites, Based on Current Zoning



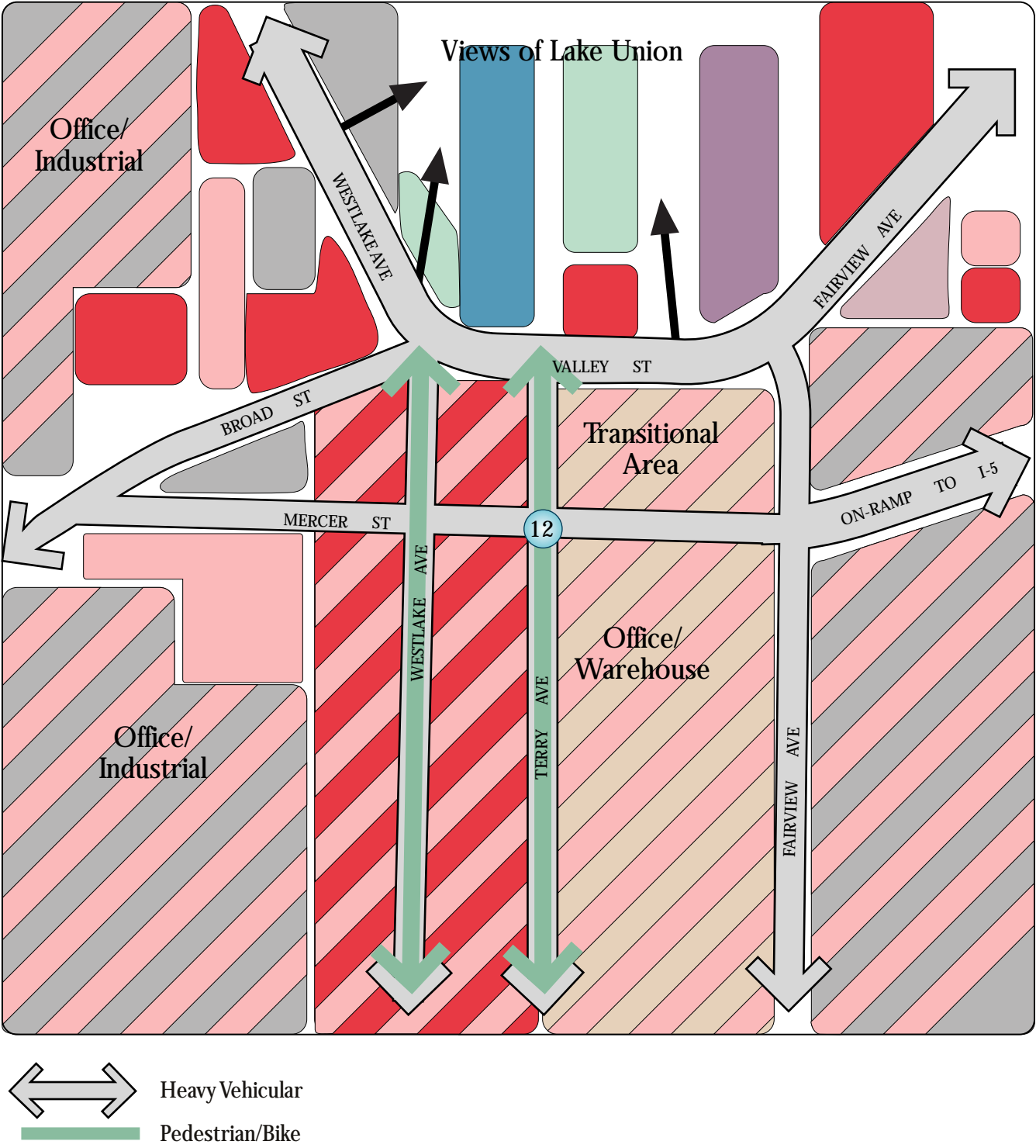
Some neighborhood concerns:

- Creating pedestrian access to the light rail station, particularly across Mercer and Valley Streets;
- Considering options for potential redevelopment;
- Retaining commercial activities and opportunities for business growth;
- Preserving historic structures and the existing neighborhood character;
- Improving traffic circulation, north-south access to the neighborhood; and parking.

Opportunity Sites by Zoning Designation:
South Lake Union

Zoning	Number of Parcels	Total Acres	Percent of Total
NC3-65	1	0.22	.62
NC3-85	6	1.63	4.52
SCM 75	1	0.15	.41
SCM/R 55/75	13	3.35	9.29
C1-85	15	3.86	10.69
C2-40	14	11.28	31.27
C2-65	17	9.31	25.80
C2-85	3	0.76	2.10
IC-65	8	5.52	15.31
Total	65	36.08	100.00

Urban Design Opportunities and Constraints



Potential Development Strategies: South Lake Union (12)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 3	Retail: 2	Office: 3
* Indicates the relative strength of market type of the station area compared to other potential Seattle station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.		
Strategy	Potential Action	Comments
Land Use Tools	●	Rezone C2-40 to NC3-65 or TOC and establish POZ around station; provide incentives for live-work in NC3 zones.
Pedestrian Network	●	Develop “green streets” with pedestrian features; improve pedestrian linkages to adjacent neighborhoods.
Parking Management	○	The Neighborhood Plan notes that a parking study is needed.
Economics/Financial Assistance	?	Further planning needed.
Regulatory Process	○	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	○	Good north/south bus service exists, but east-west improvements are needed.
Development Partnerships	●	Leveraging City-owned land on Mercer Street is a real opportunity.
Pilot Projects	?	Further planning needed.

- ✓ = Supportive Policy/Program in Place
● = High Priority Action
○ = Recommended Action
? = Further Study Required
- TOD = Transit-Oriented Development
POZ = Pedestrian Overlay Zone
RPZ = Residential Parking Zone